SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

Supplement No. 1 to

TIME TABLE No. 109

FOR THE

PORTLAND DIVISION

Superseding Schedules Page 7 Springfield Junction and Railhead

To Take Effect Sunday, September 19, 1926, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN).

For the government and information of employes only, and not intended for the use of the public.

J. H. DYER,
General Manager.

F. L. BURCKHALTER,
First Assistant General Manager.

R. L. RUBY,
Superintendent of Transportation.

T. AHERN,
Assistant General Manager.

E. L. KING,
Superintendent.

PORTLAND SUBDIVISION

Supplement No. 1
To
Time Table No. 109
Superseding Schedules Page 7 Springfield Jct. and Railhead,
September 19, 1926

Capacity of Sidings in Car Lengths	EASTWARD				Distance from San Francisco via Marysville and Klamath Falls.		STATIONS	Distance from Eugene	WESTWARD			
	SECOND CLASS			FIRST CLASS					FIRST CLASS	SECOND CLASS		
	245 Mixed	224 Manifest Freight	248 Local Freight	92 Klamath Falls-Eugene Passenger					91 Eugene-Klamath Falls Passenger	247 Local Freight	245 Mixed	223 Manifest Freight
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily					Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily
Yard BKWFP		5.00AM		11.00AM	528.4	TO-R	CRESCENT LAKE 3.7	95.2	s 11.30AM			9.00PM
103 P		5.15		f **11.13**	532.1		ODELL LAKE 4.6	91.5	f **11.13**			8.45
158 WYP		5.45		s 11.27	536.7	TO-R	CASCADE SUMMIT 4.1	86.9	s 10.55			8.30
77 P		6.00		f 11.37	540.8		ABERNETHY 5.2	82.8	f 10.36			7.30
108 WP		6.30		f 11.50AM	546.0	TO	CRUZATTE 5.3	77.6	f 10.33			7.00
77 P		6.55		f 12.03PM	551.3		FRAZIER 3.5	72.3	f 10.19			6.20
108 P		7.20		f 12.12	554.8		FIELDS 5.6	68.8	f 10.10			6.00
82 WP		7.40		f 12.26	560.4	TO	WICOPEE 3.8	63.2	f 9.56			5.30
108 P		7.55		f 12.36	564.2		HEATHER 5.1	59.4	f 9.46			5.08
109 WP		8.15		s 12.50	569.3	TO	McCREDIE SPRINGS 6.0	54.3	s 9.35			4.40
74 P		8.35		f 1.02	575.3		PRYOR 5.2	48.3	f 9.21			4.00
Yard BKWFP		**9.10**	7.40AM	s 1.20	580.5	TO-R	OAKRIDGE 2.2	43.1	s **9.10**	2.30PM		3.30
6 P		9.45	8.40	s 1.26	582.7		WESTFIR 0.8	40.9	s 9.00	2.15		2.35
68		9.50	**8.55**	**1.28**	583.5		HEMLOCK 2.1	40.1	**8.55**	**1.28**		2.00
63 P		10.00	9.15	f 1.32	585.6		LOOKOUT 5.3	38.0	s 8.51	12.30		1.55
81 P		10.15	9.35	f **1.40**	590.9	TO	LAWLER 1.2	32.7	f 8.43	12.05PM		**1.40**
14 P				s 1.42	592.1		ARMET 3.8	31.5	s 8.41	11.55AM		
64		10.30	9.45	f 1.48	595.9		RESERVE 2.3	27.7	f 8.35	11.45		1.20
9				f 1.52	598.2		SIGNAL (No Sdg.) 0.7	25.4	f 8.31			
3		10.40	9.55	f	598.9		LANDAX Spur 1.9	24.7	f 8.29	11.30		1.10
75 WP		10.45	10.10	f 1.57	600.8		CARTER 2.5	22.8	f 8.26	11.20		1.05
32 P		**11.00**	**11.00**	s 2.04	603.3	TO	LOWELL 2.1	20.3	s 8.21	**11.00**		12.55
78 P		11.05	11.20	f 2.08	605.4		PENGRA 3.0	18.2	f 8.15	10.30		12.45
7		11.15	11.35	s 2.13	608.4		FALL CREEK (Spur) 1.7	15.2	s 8.10	10.10		12.36
64 P		11.20	11.45	f 2.16	610.1		HILLS 1.8	13.5	f 8.07	10.00		12.31
34 P		11.25	11.55AM	f 2.19	611.9		JASPER 2.2	11.7	f 8.04	9.50		12.26
82 P		11.35	**12.20PM**	f 2.23	614.1		NATRON 1.3	9.5	f 8.00	9.35		**12.20**
3 P					615.4		BOTSFORD (Spur) 2.6	8.2	7.57			12.12
P	1.45PM	11.45	12.40	2.30	618.0		MOHAWK JCT. 1.4	5.6	7.53	9.05	9.20AM	12.05
Yard WYP	**2.00**	**11.50AM** **12.45PM**	**12.45** **2.55**	s **2.45**	619.4	TO-R	SPRINGFIELD 1.2	4.2	s **7.50**	**9.00** **7.20**	9.15	**12.01PM**
23 YP	2.04PM	12.49PM	2.59PM	2.49PM	620.6	R	SPRINGFIELD JCT. (92.2)	3.0	7.41AM	7.11AM	8.56AM	11.11AM
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily					Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily
	(0.19) 8.21	(7.49) 11.80	(7.19) 5.48	(3.49) 24.16			……… Time Over District ……… ……… Average speed per hour ………		(3.49) 24.16	(7.19) 5.48	(0.24) 6.50	(9.49) 9.39

Block Signals

Westward trains are superior to trains of the same class in the opposite direction.
Second Class and Extra Trains may run ahead of First Class trains between Mohawk Junction and Springfield without an order to do so.

All Eastward trains stop at Cascade Summit, make rear end air test as per Rule 17 of Rules and Regulations governing operation of air brakes and turn up retainers.
Use of Retainers.—Eastward trains between Cascade Summit and Oakridge.
Passenger trains all retainers.
Freight trains consisting of all loads all retainers.
Freight trains consisting of loads and empties turn up retainers on all loads and every second empty.
Freight trains consisting entirely of empties every second or third retainer in train.
Eastward freight trains will stop at Cruzatte and at Fields 10 minutes for inspection and cooling of wheels.
Trains must run with caution descending grades approaching bluffs and other points where slides or washouts are liable to occur.
RULE 93. Yards are established at the following stations: Crescent Lake, Cascade Summit.

SPEED RESTRICTIONS

Between	Passenger	Freight	Engines Running Backward
Crescent Lake—Cascade Summit	40	30	20
Cascade Summit—Heather	25	20	15
Heather—Oakridge	30	25	15
Oakridge—Springfield Junction	40	30	20

Rating of Locomotives, In Ms. of 1000 Lbs. Behind Tender

Engine Numbers	Eugene to Oakridge	Oakridge to Crescent Lake	Crescent Lake to Eugene
2513 to 2599, 2752 to 2857	2950	1640	6100
3600 to 3652	4350	2400	8950
3668 to 3768	4950	2750	10000
4000 to 4048	5650	3170	10000